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# TROLLY LINES ARE MERGED.

## GREENFIELD COMPANY IN IT.

## WORCESTER COUNTY ROADS, TOO.

**Through Line From Fitchburg to Northampton to Be Developed—Connecticut Valley Road's Officers Are Made Trustees of Northern Railways Association, a Holding Company to Control the Consolidated Lines—Offices to Be in Greenfield.**

The announcement was made yesterday through the officials of the Connecticut Valley street railway company of Greenfield that there was organized in Boston on the 16th an association known as the Massachusetts Northern railways, which is to manage and control the present lines of the Connecticut Valley street railway, the proposed Millers River street railway, the Athol and Orange street railway, the Gardner, Westminster and Fitchburg street railway and the Templeton street railway companies. The administration of the association under any agreement with the American trust company, provides for seven trustees, who for the first five years have been named as follows: Russell G. Fessenden of Boston, president of the American trust company; Richard M. Saltonstall, a member of the firm of Gaston, Snow and Saltonstall, lawyers; Joseph W. Stevens of Greenfield, president of the First national bank; Robert L. Warner of Boston, of the firm of Warner, Tucker & Co. bankers; Edward C. Crosby of Brattleboro, capitalist; Frederick E. Pierce of Greenfield, president of the trust; Daniel P. Abercrombie, Jr., of Greenfield, clerk and treasurer of the trust.

**Will Develop the Properties.**

According to the announcement of the association which was given out yesterday, the lines controled will cover 88 miles of road, passing through 15 cities and towns, having a population of over 125,000. The physical value of the property passing into the control of the association is stated to be $2,350,000, and the earnings for the year ending on June 30 last exceeded $377,000. The statement given out yesterday sets forth that the policy of the associated roads is to be to develop the present properties controled by it to the highest state of efficiency for service of the public, and to provide for the running of through cars for both passenger and express service. The office of the association is to be at Greenfield, where the office of the Connecticut Valley street railway company is now situated, and the control of the properties is in the hands of the same persons as the control of the Connecticut Valley street railway. The policy of the Connecticut Valley company since its formation has been to serve the public in the best possible manner, and while there have been expressions of dissatisfaction from time to time, as there are bound to be against a public service corporation, still as a general rule the public along the lines of the road has been well satisfied with its management.

Attention is called to the character of the country and the places through which the lines which have been associated will pass by the statement issued, and the review of the territory dealt with is of public interest. The most southerly point of the lines, which when the construction of the Millers River road has been completed, will open up through trolly connections between Boston and Greenfield and thence to Northampton, is the last named city, the present terminal of the Connecticut Valley's lines. Connected by means of an old trolly line with Northampton are Hadley and Amherst. By means of the direct line of the Connecticut Valley street railway the northern end of the Connecticut river valley in Massachusetts is reached. The town of Deerfield has been visited annually by a great number of tourists, who have found in its attractive physical qualities and its richness of historical interest much to repay them for the visit. The introduction of trolly travel into the town has greatly increased its popularity, and the extension of the field from which it may be reached by through trolly connections will increase the number of visitors.

**Many Towns Will Be Reached.**

Beginning with Greenfield and extending to the east the lines will serve a number of manufacturing towns of importance, including Turners Falls and Millers Falls, Erving and Wendell, which are to be crossed by the Millers River road, which the association promises will be hastily completed, are farming and manufacturing towns, and the Millers river, along which the road is to be built, is possessed of no small measure of rugged beauty. Orange, where the New Home sewing machine company is situated, and Athol, where diversified manufacturing interests are centered, are both traversed by the lines of the company.

**Will Be Attractive for Pleasure Riding.**

Under the new state of affairs, with a road long enough to be of real use for commercial purposes, and at the same time so well situated as to be attractive for pleasure riding, there will be two strong elements to support the smaller roads which have previously been confined for their support to the business of the particular localities through which they run. It has been proved repeatedly in Massachusetts that, while of very great advantage to the community from the consideration of convenience, if nothing else, the short line of street railway, running between two or more points having no very large interests, was a poor investment. It has been otherwise with the street railway lines which cover enough territory, even of an agricultural sort, so that more business than merely running to market would be carried on over them. One feature of the new plan which has a distinct appeal connected with it is the greater convenience with which an attractive area of country in the northern central part of the state may be reached. The towns of Phillipston, Petersham and Templeton, picturesquely situated upon high land, with frequent lakes and lofty hills, will be thrown open to a far greater number than ever before. They have been for some time sought out by the people of the eastern part of the state as summering places, and Petersham and Templeton are each equipped with good facilities for caring well for summer travel.

Westminster, Gardner and Fitchburg are but slightly known to the business people of the western end of the lines at the present time, but the establishment of better connections between them and the western part of the state will bring them closer together, and profit may reasonably be expected to each from the union.

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